

19.—"His piety is exaggerated into delirium of parents."

20.—"The net result of Confucius' system, as drawn by himself, is the worship of genius, i.e. delirium of man."

21.—"There is, with the exception of ancestral worship, which is void of any true ethical value, no clear conception of the dogma of immortality."

22.—"All rewards are expected in this world, so that egoism is unconsciously fostered, and not at all, at least ambition." The open avowal of a selfish motive in all acts of merit sometimes leads to curious results. In the month of April, 1879, the prefect of Hangchow attempted to raise funds for the sufferers from the Yellow River floods, by levying a tax on each cup of tea sold in the tea-houses of that great city. To the enlightened people of that ancient capital this treatment presented itself in a light similar to that in which the Bostonians of 1773 regarded the tea tax of their day. The prefect endeavored to win the people over by a proclamation, in which they were informed that "happiness was sure to be their reward, if they cheerfully contributed to so excellent a cause." The people, however, boycotted the tea-shops, and were in the end entirely victorious. It is not every day that we are treated to the spectacle of a city full of people banded together to resist compulsory "happiness!"

23.—"The whole system of Confucianism offers no comfort to ordinary mortals, either in life or in death."

24.—"The history of China shows that Confucianism is incapable of effecting for the people a new birth to a higher life and noble efforts, and Confucianism is now in practical life quite allied with Shamanistic and Buddhist ideas and practices."

Of the strange intermixture of different forms of faith in China we have already spoken. That neither Confucianism nor either of its co-religions is capable of effecting for the people a new birth to a higher life and noble efforts, as is well recognized by the Chinese themselves. This is strikingly shown in one of their fables, the literary authorship of which we have not ascertained. According to this account, Confucius, Lao-tse and Buddha met one day in the land of the Immortals, and were lamenting the fact that in those degenerate times their excellent doctrines did not seem to make any headway in the Central Empire. After prolonged discussion, it was agreed that the reason must be that while the doctrines themselves are recognized as admirable, human nature is inadequate to live up to them without a constant model. It was accordingly decided that each of the founders of these schools of instruction should materialize himself, go down to earth, and try to find some one who could do what it was so necessary to have done. This was at once carried into effect, and in process of time, while wandering about the earth, Confucius came on an old man of venerable appearance, who however did not rise at the approach of the sage, but inviting the latter to be seated, he soon engaged him in a conversation on the doctrines of antiquity, and the degree to which they were at that time neglected in practice. In his discourse the old man showed such profound acquaintance with the tenets of the ancients, and displayed such vast penetration of judgment that Confucius was greatly delighted, and after a long interview retired. But even when the sage took his leave, the old man did not rise. Having found Lao-tse and Buddha, who had been altogether unsuccessful in their search, Confucius related to them his adventure, and recommended that each of them should in turn visit the sitting philosopher, and ascertain whether he was well versed in the doctrines as in those of Confucius. To his unmetted delight, Lao-tse found the old man to be almost as familiar with the tenets of Taoism as its founder, and a model of eloquence and fervor. Like Confucius Lao-tse was struck by the fact that although maintaining a most respectful attitude the old man did not rise from his place. It was now the turn of Buddha, who met with the same surprising and gratifying success. The old man still did not rise, but he exhibited an insight into the inner meaning of Buddhism, such as had not been seen reduced to practice. The old man, still seated, listened respectfully and attentively, and replied as follows: "Venerable sages, your benevolence is high as heaven and deep as the sea. Your plan is admirably profound in its wisdom. But you have made an unfortunate selection in the agent through whom you wish to accomplish this mighty reform. It is true that I have looked into the books of Reason, and of the Law, and into the Classics. It is also true that I have a partial perception of their sublimity and unity. But there is one circumstance which you have not taken into account. Perhaps you are not aware of it. It is only from my point of view that I am a man; below that point, I am made of stone. My forte is to discuss the duties of men from all the various points of view, but I am so unfortunately constituted that I cannot reduce any of them to practice." Confucius, Lao-tse, and Buddha sighed deeply, and vanished from the earth, and since that day no effort has been made to find a mortal who is able to exhibit in his life the teachings of the three religions.

A comparison has often been made between the condition of China at the present time and that of the Roman Empire during the first century of our era. That the moral state of China now is far higher than that of the Roman Empire, scarcely admits of a rational doubt, but in China, as in Rome, religious faith has reached the point of decay. Of China it might be said, as Gibbon remarked of Rome, that to the common people all religions are equally true, to the philosopher all are equally false, and to the magistrate all are equally useful. Of the Emperor of China as of the Roman Emperor, it might be affirmed that he is "at once a high priest, an atheist, and a god." To such a state has Confucianism, mixed with polytheism and pantheism, brought the empire.—*N. C. Daily News.*

FOOCHOW.

The continued drought here portends an utter failure of the rice crops, and consequently great distress amongst the farmers and dear food for the poor in the neighbourhood.

No news of any kind having reached us for some time regarding the late disturbances in the interior, it was to be presumed that all was quiet again, and this is now confirmed by the return of the troops to the city. A report comes simultaneously that the villagers in the vicinity of the late encampments are not a little pleased to be rid of them.

Business in general all over the country is reported to be in a very bad state; most of the shops from the bridge to the city are said to be unable to earn enough to pay for their rice and salt fish for the day. Such is very likely to be the case, indeed, with the great reduction shown in this year's tea business as compared with that of last season, trouble was rather to be expected.

The prosperity of the port is really dependent in a great measure on the tea business.

This port is certainly most unfortunately situated as regards the receipt and despatch of its mails. Dependent upon any chance steamer bringing up the inward mail from Hongkong, we are frequently kept without it for an unconscionably long time. Our latest written dates from London are 16th August, that is to say fifty days ago, while they might easily have reached us in thirty-four days. It is nearly as bad with the outward mails, for their despatch is dependent in like manner on the erratic movements of the southward-bound steamers. For the P. & O. mail leaving Hongkong on the 9th instant, there has been no opportunity of posting letters since the 30th ultimo; those who relied upon a later chance have, of course, missed the mail altogether.—*Echo.*

PEKING.

(FROM OUR OWN CORRESPONDENT.)

5th October, 1889.

The serious illness of His Imperial Highness Prince Kung was lately noticed in your columns in an extract from your northern contemporary. One of the American students medically educated at Tientsin was lately sent up by the Viceroy Li to attend Prince Ch'un for slight paralysis of the left arm, and I hear with pleasure that the Prince has been receiving benefit from the use of the galvanic machine. The student was recommended to the sixth Prince, otherwise called Prince Kung, and paid one visit, but the Prince having already been under the care of Dr. Dudgeon and one of his assistants, Mr. En, now in practice in the west of the city, did not see the propriety of making any change, preferring to consult those if necessary who already treated His Highness. The native doctors had by their treatment brought the Prince to the very verge of the grave, when Mr. En, who happened to be in attendance on some of the members of the family, prescribed for the illustrious patient and with the happiest success. He has now quite recovered and what is more gratifying, the symptoms of his old malady have, for the present at least, entirely disappeared. And in the face of this and previous treatment, the *Chinese Times* writes about Mr. En's attendance being the nearest approach which a Prince of the Blood has yet made to submitting to foreign medical treatment and even hints at professional jealousy! These remarks of mine are made partly to correct a wrong impression but chiefly to mention that the Prince has conferred a sixth (white) button with valuable presents of silk, money, etc., upon Mr. En. Dr. Dudgeon received valuable presents some little time ago.

Hsi-ch'en, Manchu President of the Board of Civil Office and member of the Foreign Office, has just died at the early age of 42.

I hear that H.E. the Russian Minister and his suite are about to leave for Peking. I hear it reported that the Telegraphic Convention with Russia has been signed at Tientsin by the Viceroy, and that it has been forwarded to Peking to be signed by the Tsung-li Yamen.

The construction of railways for the present at least seems to be stopped. The fire in the Temple of Heaven and the necessity of borrowing foreign money in their construction are the two levers that have been used to overthrow the scheme. Memorials on both heads have been sent in on the latter subject by Kuang-ti-ling, an influential official, and on the former by comparatively insignificant individuals. Without a large foreign loan, railways are impossible in China. My prognostications therefore have already been more than realized. China should now direct attention to the opening of her coal and iron mines, which seem almost as important as, if not more important than, railways. Her rivers and canals need attending to, deepening and embanking.

The weather has already become quite cold. Yesterday we had a typical Peking day—dust, cold, northerly wind with plenty of dust. Our first auction took place yesterday, of the effects of the *Chong d'Afaires* returning soon to Europe. A meeting at the club took place yesterday after the auction, to decide whether or not scratch races should be held this autumn. I learn by telegram that H.E. the German Minister left Genoa per s.s. *Sachsen* on September 30th at noon.

The *Sinh Pao* published lately the statistics of the population of China for the year '88 from the returns of the Board of Revenue, giving the population as 353,441,969, showing an increase of population over the previous year of 1,153,855. It is needless to observe that this is not the population of China, but only of some thirteen provinces.—*N. C. Daily News.*

Peking, October 7th, 1889.

Baron von Kitterer, German Charge d'Affaires, is off home, and his household effects were sold by auction on the 3rd instant.

A telegram has reached here from Berlin, stating that Mr. von Brandt, German Minister, left Germany for Peking at noon on the 7th.

Great preparations are being made for the anniversary of the fiftieth birthday of Prince Chun, which will occur on the 15th instant. An event of this kind will not only be something grand in Peking, but a great day all over China amongst the officials. It would have been a grand affair had it not been for the Fifth Prince dying in January last, for whom they are still in mourning.

Prince Kung is again well, for which he may thank Dr. Lein, a pupil of Dr. John Dudgeon who instructed his pupil in this case. For his attendance on the Prince, Her Majesty has been pleased to decorate Dr. Lein with a 5th rank button, cock's feather and official dress; and Prince Kung added Tls. 100.

Dr. Dudgeon and his pupils are making a name for themselves, as they are daily attending on some high official or another. It must be very pleasing to Dr. Dudgeon to know that his twenty years' service is not in vain, but on the contrary highly satisfactory, and it must be encouraging to other medical missionaries in China. Dr. Dudgeon has certainly been the means of doing much good, which the general public are not aware of. He has been the means of promoting Chinese and foreign intercourse, especially amongst the high official class at Peking, both Manchu and Chinese. The wonderful change that has taken place lately here inside and outside the palace is mostly due to the Marquis Tseng and Dr. Dudgeon. Your Tientsin contemporary knows all this, but appears to have a bitter feeling against both of them, and that is why they wrote that infamous and lying libel in August last, but they only hurt themselves by doing so. Of course it is a disgrace to journalism, and I am glad the Hongkong papers took them to task for it, and wonder you have not defended your self. It does not suit the purpose of the *Chinese Times* to take notice of what has occurred of late in connection with Prince Kung and Dr. Dudgeon and Lien.

The railway question is again at a standstill, and everything has been postponed in regard to the Tientsin-Hankow line. Censors are busy at work, and those that are against the railway are not leaving a stone unturned, but opposing it in every way. The old arguments are used that railways ought to be built with Chinese labour and Chinese capital. I will let you know more on the subject later on.—*Shanghai Mercury.*

(Our correspondent does not for a moment think that we are not going to defend ourselves; we are acting under the instruction of our legal advisers. The London Standard has expressed an opinion that it is not worth while to defend the *Chinese Times* against the *Shanghai Mercury*, but we are not going to let them say that. Our Tientsin correspondent is also on the subject of railway, and between them the *Chinese Times* and the *Shanghai Mercury* are the only papers in the world that are not going to let them say that.—*N. C. Daily News.*)

HALL & HOLTZ C. CO., LIMITED.

COMPLETE
HOUSE FURNISHERS,
CARPET WAREHOUSEMEN,
LINEN DRAPERS,
AND
UPHOLSTERERS,

SHOW ROOMS,

37 AND 39, QUEEN'S ROAD.

MATERIALS AND WORKMANSHIP ABSOLUTELY GUARANTEED.

THE HALL & HOLTZ CO. OPERATING IN

Hongkong, 21st October, 1889.

CHINA COAST METEOROLOGICAL REGISTER.

20th October, 1889.—At 4 p.m.

STATION	Latitude	Longitude	Barometer	Thermometer	Humidity	Wind	Force	Direction	State of Sky	Remarks
Whampoa	22° 30'	113° 45'	30.0	78	75	SW	6	0	0	0
Tsien	39° 45'	116° 15'	30.0	78	75	SW	6	0	0	0
Shanghai	31° 10'	121° 30'	30.0	78	75	SW	6	0	0	0
Amoy	24° 30'	118° 10'	30.0	78	75	SW	6	0	0	0
Hongkong	22° 15'	114° 10'	30.0	78	75	SW	6	0	0	0
Swatow	23° 30'	115° 45'	30.0	78	75	SW	6	0	0	0
Hankow	36° 10'	114° 15'	30.0	78	75	SW	6	0	0	0
Beiping	39° 55'	116° 25'	30.0	78	75	SW	6	0	0	0
Tientsin	39° 05'	117° 10'	30.0	78	75	SW	6	0	0	0

21st October, 1889.—At 10 a.m.

STATION	Latitude	Longitude	Barometer	Thermometer	Humidity	Wind	Force	Direction	State of Sky	Remarks
Whampoa	22° 30'	113° 45'	30.0	78	75	SW	6	0	0	0
Tsien	39° 45'	116° 15'	30.0	78	75	SW	6	0	0	0
Shanghai	31° 10'	121° 30'	30.0	78	75	SW	6	0	0	0
Amoy	24° 30'	118° 10'	30.0	78	75	SW	6	0	0	0
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Beiping	39° 55'	116° 25'	30.0	78	75	SW	6	0	0	0
Tientsin	39° 05'	117° 10'	30.0	78	75	SW	6	0	0	0

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falsoner & Co.'s Register.)

Today.

Barometer	Thermometer	Humidity	Wind	Force	Direction	State of Sky	Remarks
Barometer—9 a.m.	78	75	SW	6	0	0	0
Barometer—1 p.m.	78	75	SW	6	0	0	0
Barometer—4 p.m.	78	75	SW	6	0	0	0
Barometer—9 p.m.	78	75	SW	6	0	0	0
Thermometer—9 a.m.	78	75	SW	6	0	0	0
Thermometer—1 p.m.	78	75	SW	6	0	0	0
Thermometer—4 p.m.	78	75	SW	6	0	0	0
Thermometer—9 p.m.	78	75	SW	6	0	0	0
Humidity—9 a.m.	75	75	SW	6	0	0	0
Humidity—1 p.m.	75	75	SW	6	0	0	0
Humidity—4 p.m.	75	75	SW	6	0	0	0
Humidity—9 p.m.	75	75	SW	6	0	0	0
Wind—9 a.m.	SW	6	0	0	0	0	0
Wind—1 p.m.	SW	6	0	0	0	0	0
Wind—4 p.m.	SW	6	0	0	0	0	0
Wind—9 p.m.	SW	6	0	0	0	0	0
State of Sky—9 a.m.	0	0	0	0	0	0	0
State of Sky—1 p.m.	0	0	0	0	0	0	0
State of Sky—4 p.m.	0	0	0	0	0	0	0
State of Sky—9 p.m.	0	0	0	0	0	0	0
Remarks—9 a.m.	0	0	0	0	0	0	0
Remarks—1 p.m.	0	0	0	0	0	0	0
Remarks—4 p.m.	0	0	0	0	0	0	0
Remarks—9 p.m.	0	0	0	0	0	0	0

Today's Advertisements.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"BRINDISI" will leave for the above place, at NOON, TO-MORROW, the 22nd October.

E. L. WOODIN, Superintendent.

Hongkong, 21st October, 1889. [1309]

NOTICE.

THE P. & O. S. N. Co.'s Steamship

"PESHAWAR" The Homeward Mail has been postponed until THURSDAY, the 24th inst., at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 21st October, 1889. [1310]

FOR LONDON.

THE Company's Steamship

"MOYUNE" J.S. Hogg, Commander, will be despatched for the above Port, on or about the 29th instant.

This steamer has superior passenger accommodation.

For Freight, etc., apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 21st October, 1889. [1308]

FOR NEW YORK.

THE 3/4 L. I. American Ship

"SEAWITCH," Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.

Hongkong, 21st October, 1889. [1310]

TAKU TUG AND LIGHTER COMPANY, LIMITED.

ALL CLAIMS against this Company are requested to be sent in to the Under-Signed before 1st November next.

W. H. FORBES, Secretary.

Tientsin, 8th October, 1889. [1311]

"Intimations"

THE

HALL & HOLTZ C. CO., LIMITED.

COMPLETE

HOUSE FURNISHERS,

CARPET WAREHOUSEMEN,

LINEN DRAPERS,

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Tientsin	39° 05'	117° 10'	30.0	78	75	SW	6	0	0	0

21st October, 1889.—At 10 a.m.

**To-day's
Advertisements.**

**HONGKONG RIFLE ASSOCIATION ;
THE KWON KWAN YEEN CUPS.**

THE Second Stage of the Third Competition will be shot off next **SATURDAY**, the 26th October, at 2.45 P.M., commencing at 900 yards. Entries for this Stage close on **FRIDAY** next, the 25th inst., at 5 P.M. Entrance Fee 30 cents.

A. SHELTON HOOVER,
Hon. Secretary.

Hongkong, 21st October, 1884.

[85]

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—184 per cent. premium, sellers.

Union Insurance Society of Canton—\$110 per share, buyers.

China Traders' Insurance Company—\$72 per share, sellers.

North China Insurance—Tls. 330 per share, buyers.

Canton Insurance Company, Limited—\$135 per share.

Yangtze Insurance Association—Tls. 100 per share.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$382 per share, sellers.

China Fire Insurance Company—\$84 per share.

Hongkong and Whampoa Dock Company—65 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$39 per share, sellers.

China and Manila Steam Ship Company—102 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$210 per share, sellers.

Hongkong Hotel Co.'s Six per-cent. Debentures—\$50.

Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.

Douglas Steamship Company—\$67 per share, sellers.

China Sugar Refining Company, Limited—\$235 per share, sellers.

Luxon Sugar Refining Company, Limited—\$62 per share, sellers.

Hongkong Ice Company—\$111 per share, buyers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$14 per share, sellers.

A. S. Watson & Co., Limited—\$23 per share, sellers.

Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$110 per share, sales and sellers.

The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Punjin and Sunghie Dus Samantan Mining Co.—\$121 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$160 per share, sellers.

Tanquin Coal Mining Co.—\$500 per share, buyers.

The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.

The East Borneo Planting Co., Limited—\$61 per share, sellers.

The Seng Lee Koyah Planting Co., Ltd.—\$61 per share, buyers.

Cruickshank & Co., Ltd.—\$40 per share, nom.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Co., Ltd.—par, nominal.

The China-Borneo Co., Ltd.—\$52 per share, buyers.

The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.

The Green Island Cement Co. (Old Issue)—\$45 per share, buyers.

The Green Island Cement Co. (New Issue)—\$61 per share, buyers.

The Hongkong Land Investment Co., Ltd.—\$112 per share, sellers.

The Hongkong Electric Light Co., Ltd.—\$5 per share, buyers.

Geo. Fanwick & Co., Limited—\$30 per share, buyers.

The West Point Buildings Co., Ltd.—\$49 per share, sales and buyers.

The Peak Hotel and Trading Co., Ltd.—\$24 per share, sellers.

The Labuk Planting Co., Ltd.—\$17 per share, buyers.

The Jebleu Mining and Trading Co., Ltd.—\$41 per share, sellers.

The Selama Tin Mining Co., Ltd.—\$41 per share, buyers.

The Shamen Hotel Co., Ltd.—\$5 per share, nominal.

The Kowloon Land Investment Co., Ltd.—\$20 per share, sellers.

The Hongkong Marine, Limited—25 per cent. premium, buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/11
Bank Bills, on demand 3/11
Bank Bills, at 30 days' sight 3/11
Bank Bills, at 4 months' sight 3/11
Credits at 4 months' sight 3/11
Documentary Bills, at 4 months' sight 3/11

ON PARIS.—
Bank Bills, on demand 3/7
Credits, at 4 months' sight 3/8
ON INDIA, T. T. 22 1/2
On Demand 22 1/2

ON SHANGHAI.—
Bank, T. T. 7 1/2
Private, 30 days' sight 7 1/2

OPUM MARKET.—THIS DAY.

NEW MALWA, per picul \$370
(Allowance, Tails 32).

OLD MALWA, per picul \$380 to 600
(Allowance, Tails 32).

NEW PATNA, (without choice) per chest \$547 1/2
NEW PATNA, (first choice) per chest \$550
NEW PATNA, (bottom) per chest \$550
NEW PATNA, (second choice) per chest \$575
OLD PATNA, (without choice) per chest \$532 1/2
OLD PATNA, (first choice) per chest \$533 1/2
OLD PATNA, (touch (second choice) per chest \$530
OLD PATNA, (bottom) per chest \$545
NEW BENGAL, (without choice) per chest \$545
NEW BENGAL, (bottom) per chest \$545 1/2
NEW BENGAL, (best quality) per picul \$550
OLD BENGAL, (best quality) per picul \$550
OLD BENGAL, (second quality) per picul \$475

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Djennah*, with the next French mail left Saigon at 10 a.m. on the 20th instant, and is expected here on the 22nd.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Gaelic*, with the American mail, left San Francisco on the 3rd instant.

THE AUSTRALIAN MAIL.

The E. & A. S. S. Co.'s steamer *Africa*, left Sydney for this port on the 10th instant, and is expected here on the 1st proximo.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the Canadian mail, left Vancouver on the 5th instant for Japan and Hongkong.

STEAMERS EXPECTED.

The D. D. R. steamer *Daphne*, from Hamburg, left Singapore at 4 p.m. on the 16th inst., and is expected here on the 23rd.

The China Shippers' Mutual S. N. Co.'s steamer *Oopack*, from Glasgow and Liverpool, left Singapore on the 17th instant, and is expected here on the 24th.

The E. & A. S. S. Co.'s steamer *Tannadice*, left Singapore on the 18th instant for this port, and is expected here on the 24th.

The Navigazione Generale Italiana Co.'s steamer *Bornida*, from Bombay, left Singapore on the 21st instant, and may be expected here on or about the 28th.

The D. D. R. steamer *Cassandra* left Ferrol (Spain) on the 10th instant for China.

The P. & O. S. N. Co.'s extra steamer *Gwalior*, left Bombay for this port on the 17th instant, and is expected here on the 4th proximo.

Shipping.

ARRIVALS.

CHOWFA, British steamer, 1,055, F. W. Phillips, 19th Oct.—Bangkok 11th Oct., General—Yuen Fat Hong.

ACTIV, Danish steamer, 355, Revabek, 19th Oct.—Pakhoi 16th October, and Holbow 18th, General—Arnhold, Karberg & Co.

CANTON, British steamer, 1,110, Peters, 19th Oct.—Whampoa 19th October, General—Jardine, Matheson & Co.

BRINDISI, British steamer, 3,505, E. Street, 20th Oct.—London 16th August, via Bombay, and Singapore 14th October, General—P. & O. S. N. Co.

TAISANG, British steamer, 1,505, W. H. Jackson, 20th Oct.—Shanghai 16th October, and Swatow 19th, General—Jardine, Matheson & Co.

MEMNON, British steamer, 927, A. Dorff, 20th Oct.—Sandakan 15th Oct., Timber and Planks—Butterfield & Swire.

SOOCHOW, British steamer, 327, MacIsaac, 20th Oct.—Pakhoi, and Holbow 19th October, General—Chinese.

TAICHONG, German steamer, 826, Duhme, 20th Oct.—Cheloo 15th Oct., Beans—Chung Woo.

PROPRITIS, British steamer, 1,387, Wm. H. Farand, 21st Oct.—Kutchinotzu 16th Oct., Coals and General—Mitsui Bussan Kaisha.

CLEARANCES AT THE HARBOUR OFFICE.

ALWINE, German steamer, for Holbow.

ACTIV, Danish steamer, for Holbow.

Palamede, British steamer, for Amoy.

Harvest Queen, British ship, for San Francisco.

Devawongse, British str., for Swatow, &c.

DEPARTURES.

October 19, *Ningchow*, British steamer, for Singapore, &c.

October 20, *Activa*, German steamer, for Holbow.

October 20, *Tokana*, German steamer, for Holbow.

October 20, *Mongkut*, British steamer, for Swatow, &c.

October 20, *Catherine*, Danish brig, for Measudo.

October 21, *Cheong Hye Tung*, British str., for Amoy.

October 21, *Stentor*, British str., for Amoy, &c.

October 21, *Ajax*, British steamer, for Singapore, &c.

October 21, *Clara*, German steamer, for Haiphong.

October 21, *Taller*, German steamer, for Newchuan.

October 21, *Riversdale*, British steamer, for Madras.

October 21, *Canton*, British str., for Swatow, &c.

October 21, *Arratoon Apcar*, British str., for Singapore.

October 21, *Nantes de Havre*, French steamer, for Kobe.

October 21, *Diamante*, British str., for Amoy, &c.

October 21, *Palamede*, British str., for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Memnon*, str., from Sandakan—Captain McConachy, Captain Parker, Mr. Leiben, and 84 Chinese.

Per *Taiyang*, str., from Shanghai, &c.—Mr. T. Groves, second officer and crew of the steamship *Whampoa* from Swatow; and 258 Chinese.

Per *Brindisi*, str., from London, &c.—Mr. F. P. Cane, and 165 Chinese.

Per *Chowfa*, str., from Bangkok—60 Chinese.

Per *Soochow*, str., from Pakhoi, &c.—41 Chinese.

DEPARTED.

Per *Tokana*, str., for Holbow—50 Chinese.

Per *Activa*, str., for Haiphong—23 Chinese.

Per *China*, str., for Swatow—25 Chinese.

Per *Cheong Hye Tung*, str., for Amoy—250 Chinese.

Per *Ajax*, str., for Singapore, &c.—125 Chinese.

Per *Stentor*, str., for Amoy—2 Europeans and 32 Chinese.

Per *Mongkut*, str., for Swatow, &c.—100 Chinese.

REPORTS.

The British steamship *Chowfa* reports that she left Bangkok on the 11th instant, and Koh-si-chang on the 14th. Had light southerly winds and fine weather all the passage.

The British steamship *Memnon* reports that she left Sandakan on the 15th instant. Had fine weather and light northerly breeze to lat. 10 north; thence to port, had fresh north-east monsoon and moderate sea.

The British steamship *Taiyang* reports that she left Shanghai on the 16th instant, and Swatow on the 19th. Had thick rainy weather to Oodsee; thence to port fine clear weather. The steamship *Whampoa* disabled, 60 miles to the westward of the Lapsmocks, loss of rudder. The Company's steamship *Sungkiang* left Amoy on the 19th instant to her assistance.

The British steamship *Propritis* reports that she left Kutchinotzu on the 16th instant at 5 p.m. Whilst crossing the Eastern Sea, had light variable winds and dull cloudy weather with heavy rain. Passed Oodsee Island Light on the 19th at 6.45 p.m. Throughout the passage Channel had light to fresh north-east winds and fine clear weather. From Breaker Point to arrival had fresh east-north-east winds and cloudy weather with light showers.

Post Office.

A MAIL WILL CLOSE.

For Holbow, Singapore, and Bangkok—Per *Tai-chow*, to-morrow, the 22nd instant, at 5.30 A.M.

For Nagasaki—Per *Apenrade*, to-morrow, the 22nd instant, at 11.30 A.M.

For Sandakan and Kudat—Per *Memnon*, to-morrow, the 22nd instant, at 5.30 P.M.

For Saigon—Per *Ingraban*, on Wednesday, the 23rd instant, at 3.30 P.M.

For Europe, &c., India, via Bombay—Per *Peshawur*, on Wednesday, the 23rd instant, at 5.00 P.M.

For Fochow, Nagasaki, Kobe, Yokohama, and Vancouver—Per *Batavia*, on Thursday, the 24th instant, at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama—Per *Ancona*, on Thursday, the 24th instant, at 5.00 P.M.

For Europe, &c., &c.—Per *Neckar*, on Sunday, the 27th instant, at 9.00 A.M.

For Straits Settlements—Per *Bellona*, on Tuesday, the 29th instant, at 9.30 A.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius—Per *Natal*, on Wednesday, the 30th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ALWINE, German steamer, 400, Bendixen, 19th October—Holbow 18th Oct., General—Wieler & Co.

APENRADE, German steamer, 1,476, J. Hohlmann, 16th Oct.—Koh-si-chang 9th Oct., Rice—Geo. R. Stevens & Co.

BATAVIA, British steamer, 1,664, J. C. Williams, 15th Sept.—put back. Mails and General—Adamson, Bell & Co.

CITY OF RIO DE JANEIRO, American steamer, 3,543, Wm. Ward, 18th Oct.—San Francisco 21st Sept., and Yokohama 19th Oct., Mails and General—P. M. S. Co.

DEVAWONGSE, British steamer, 1,077, P. H. Loff, 16th Oct.—Bangkok 10th October, General—Yuen Fat Hong.

DORIS, German steamer, 771, J. Raben, 19th Oct.—Touron 16th Oct., Salt and General—Wieler & Co.

FAIR, British steamer, 1,17, A. Stopani—Hongkong and Whampoa Dock Co.

HAIPHONG, British steamer, 1,122, Harris, 18th Oct.—Fochow 15th October, Amoy 16th, and Swatow 17th, General—D. Laprak & Co.

HELENE RICKWERS, German steamer, 2,008, Hess, 15th Oct.—Batum and Singapore, 4th Sept., Kerosene Oil—Melchers & Co.

KILK, German steamer, 851, W. Kuitfeldt, 17th Oct.—Saigon 13th Oct., General—Wieler & Co.

INGRABAN, German steamer, 876, R. Massmann, 18th Oct.—Saigon 14th October, Rice—Wieler & Co.

PHU-QUOC, French steamer, 183, Vallin, 20th Sept.—Touron 20th Sept., Coals—Wing Tai & Co.

PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.

PORT FAIR, British steamer, 1,644, J. Clark, 17th Oct.—Vancouver 20th Sept., General—Adamson, Bell & Co.

TAICHOW, British steamer, 862, Morris, 12th October—Koh-si-chang 4th October, Rice and Timber—Yuen Fat Hong.

SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 19th Sept.—Hamburg 10th May, General—Arnhold, Karberg & Co.

ALPHITRIZ, German ship, 1,814, A. Bowspe, 15th July—Cardiff 6th March, Coal—Order.

AUSTRALIA, British bark, 999, Wm. Harris, 11th June—Manila 31st May, Ballast—Order.

CHARON, American ship, 1,379, D. S. Goodenough, 28th June—San Diego, Cal., 18th April, Ballast—Russell & Co.

CONQUEROR, American ship, 1,540, A. D. Lathrop, 17th June—Anjer 18 June, Ballast—Reuter, Brockelmann & Co.

ELIZABETH GRAHAM, British bark, 598, Charles S. Hodge, 29th Sept.—Newcastle, N.S.W., 17th August, 942 tons Coal—Adamson, Bell & Co.

ERLEKONIG, Chinese bark, 457, Optum Examination bulk, Stonecutters' Island—Chinese Customs.

HARVEST QUEEN, British ship, 2,081, E. A. Forsyth, 16th August—New York, East and Singapore 2nd August, Kerosene Oil—Russell & Co.

KITTY, British bark, 802, H. Wilson, 30th Aug.—Portland, Oregon 9th July, Lumber—D. Musso & Co.

MABEL, American bark, 750, Snow, 19th Sept.—Newcastle, N.S.W., 11th July, Coal—Adamson, Bell & Co.

MARABOUT, British ship, 1,498, Ferguson, 5th Oct.—Newcastle 20th August, Coals—Adamson, Bell & Co.

N. M. SLADE, American bark, 135, J. C. Teixeira, 1st October—Cebu 4th Sept., Sugar and Hemp—Captain.

OCCIDENTAL American ship, 1,170, M. Taylor, 26th Sept.—Shanghai 21st Sept., General—Reuter, Brockelmann & Co.

PENFOLD, British bark, 276, Wm. Graham, 18th Oct.—Freemantle, W.A., 23rd August, Sandalwood—Siemens & Co.

PENSHAW, British bark, 720, Inokay, 12th Oct.—Philippines 2nd Oct., Wood—Gibb, Livingston & Co.

REPORTER, American ship, 1,286, J. Spalding, 10th August—Newcastle, N.S.W., 11th July, Coal—Order.

ROBERT S. BERNARD, British bark, 1,200, M. J. C. Andrews, 15th August—Newcastle, N.S.W., 29th June, Coal—Adamson, Bell & Co.

SEA WITCH, American ship, 1,289, Chas. H. Tabbot, Newcastle, N.S.W., May 21st, Coal—Captain.

STELLA, American brig, 477, N. H. Rich, 22nd Sept.—Newcastle, N.S.W., 1st August, Wm. Coates, American ship, 1,483, Between, 24th Sept.—Newcastle 9th August, Coal—Butterfield & Swire.

WANDERING JEW, American bark, 1,560, D. C. Nichols, 30th Sept.—Newcastle, N.S.W., 21st August, Coal—Order.

WHAMPOA.

AMOI, German steamer, 814, H. Lehmann, 16th Oct.—Wuhu 12th October, Rice and Wheat—Siemens & Co.

KUTYANG, British steamer, 1,495, W. Young, 17th Oct.—Wuhu 12th Oct., Rice—Jardine, Matheson & Co.

RIVER STEAMERS.

Fahban, British steamer, 2,260, S. W. Goggin, Hongkong, Canton, and Macao Steamboat Co.

Harow, British steamer, 2,235, Lloyd—Bute and Swatow.

Ho-nam, British steamer, 1,977, G. B. Lefavour—Hongkong, Canton, and Macao Steamboat Co.

Kin-kang, British steamer, 617, W. E. Clarke—Hongkong, Canton, and Macao Steamboat Co.

King-chow, British steamer, 288, McIver—Hongkong, Canton, and Macao Steamboat Co.

Pang, Chinese steamer, 284, J. W. Stavers—Tok Koo (paid up for repairs).

Kiang-ying, Chinese steamer, 300, Holmes—China Merchants S. N. Co.

Foway, British steamer, 1,209, J. P. Heyland—Hongkong, Canton, and Macao Steamboat Co.

White Cloud, British steamer, 127, W. J. Risby—Hongkong, Canton, and Macao Steamboat Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Djennah	Marseilles	October 22nd	Messageries Maritimes.
Daphne	Hamburg	October 23rd	Siemens & Co.
Oopack	Liverpool	October 24th	Arnhold, Karberg & Co.
Cannadice	Singapore	October 24th	Russell & Co.
Gaelic	San Francisco	October 26th	O. & O. S. S. Co.
Bornida	Bombay	October 28th	Carlowitz & Co.
Abyssinia	Vancouver	October 31st	Adamson, Bell & Co.
Africa	Sydney	November 1st	Russell & Co.
Gwalior	Bombay	November 4th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peshawur	P. & O. S. N. Co.	Oct. 24th, daylight.
London, &c., via Saigon, &c.	Nagasaki	Arnhold, Karberg & Co.	About Oct. 29th.
Bremen, via Ports of Call.	Neckar	Melchers & Co.	Oct. 30th, at noon.
Havre & Hamburg, &c.	Bellona	Siemens & Co.	Oct. 27th, at 10 a.m.
San Francisco, via Ythama	City of Rio de Janeiro	Pacific Mail S. S. Co.	Oct. 29th, at 10 a.m.
San Francisco, via A. & C.	Gaelic	O. & O. S. S. Co.	Oct. 26th, at 1 p.m.
Vancouver, B.C., via F. & C.	Batavia	Adamson, Bell & Co.	Nov. 6th, at 1 p.m.
Yokohama, via Nag., &c.	Memnon	Butterfield & Swire	Oct. 24th, at noon.
Sandakan and Kudat	Ancona	P. & O. S. N. Co.	Oct. 25th, daylight.
Nagasaki	Apenrade	Geo. R. Stevens & Co.	To-morrow, at noon.
Tientsin	Sungkiang	Butterfield & Swire	October 24th.
Shanghai, Kobe, &c.	Oopack	Arnhold, Karberg & Co.	About Oct. 24th.
Shanghai, Kobe, &c.	Djennah	Messageries Maritimes.	About October 24th.
Brindisi	P. & O. S. N. Co.	To-morrow, at noon.	
Loire Inferieure	Bah Ho & Co.	About Oct. 23rd.	
Haiphong	Douglas Laprak & Co.	To-morrow, daylight.	

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[22]

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